

APPENDIX B

(Marked-Up Copy of Amended Paragraphs)

Page 2, line 25 to page 3, line 3:

However, the existing electrical motor design [have] has limited the basic design approach that is used, i.e. a gear box and power drive train for converting the energy generated by the electrical motor into a mechanical driving force is typical in [a] an EV design. The improvement of the total distance that can be traveled with an existing electrical motor and drive train technology is seriously limited. The complexity involved with the existing motor design [Makes] makes it a target of improvement. As can be seen in [some novel] Fig. 10-2, one prior art motor [designs that] design can be used as part of the wheel in a HPV (human power vehicle) so that an extra drive train can be eliminated.

Page 3, lines 8-16:

It is the objective of this invention to improve such a situation with a solid robust motor design that can be build as part of the wheel structure module of the existing IEC vehicle design. With such [a] an active propelling wheel drive, the design can be easily implemented on any vehicle. As indicated by a prior art device as shown in Fig. 10-1, the concept of a clutch device used in a drive train can be applied together with the embodiment of the present invention. The conventional gear box and drive train can be completely re-designed. The total weigh of a vehicle can be greatly reduced and superior drive efficiency can easily be implement with the digital electronic technology that is available now.